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THE DEVELOPMENT PLAN*

PORT REHABILITATION PROJECT NUMBER 1
MICH. R-94

DETROIT, WAYNE COUNTY, MICHIGAN

*The terminology used herein complies with Public Acts 344 of 1945, Public Acts of the State of Michigan, as amended.

R-301
(October 15, 1964)

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R 301 (B) -- DESCRIPTION OF PROJECT

1. Boundary of Urban Renewal Area

- a. The Port Rehabilitation Project Number 1, Mich. R-94, is located within the City of Detroit, County of Wayne, State of Michigan. The boundary of the project is described as follows:

Starting at a point in the centerline of Wight Street, 50 feet wide, approximately 339.5 feet east of the centerline of Adair Street, thence southerly along the Buhl and Sons and the T. J. McCarthy Steamship Company property line to the Detroit River U. S. Harborline, thence easterly along the U. S. Harborline approximately 807 feet to the Berry Brothers and U. S. Coast Guard property line, thence northerly along the Berry Brothers and U. S. Coast Guard property line to the centerline of Wight Street, thence westerly along the centerline of Wight Street to the point of beginning.

- b. The project boundary is shown on Map R 301 (B), Project Boundary Map, dated March 1963.

2. Type of Proposed Renewal Action

- a. The project area will be cleared and redeveloped under provisions of Section C, the Land Use Plan. This will provide for a functional development that will serve as the first stage of future riverfront renewal and as stimulus for private construction. This project will also serve to implement the findings and recommendations of the 1963 City of Detroit Riverfront Study.

- b. Public improvements to be provided include:

Streets: Wight Street will be widened and improved in order to provide adequate traffic service to the area.

Utilities: Existing utility lines will be retained where they are located in accordance with the Development Plan. Local lines will be abandoned or removed where no longer needed. New lines will be provided where needed to service the project.

Soil Erosion Control: The eroded shoreline will be reclaimed and adequate provisions shall be made for soil erosion control.

1. Land Use Map

Map R 301 (C-1), Land Use and Development Plan, dated March 1963, shows the location of:

Street rights-of-way and easements.

Redevelopment area and the use permitted in it.

Map R 301 (E-3), Right-of-Way Adjustment Plan, dated March 1963, as required by Michigan State Law Act 344, shows the change in the right of way.

2. Land Use Provisions and Building Requirements

a. Permitted Uses:

Industrial establishments largely dependent upon direct access to water transportation or proximity to the river and industrial establishments requiring large quantities of raw water, such as but not limited to:

Car ferries; custom offices; docks and wharves; open storage of ship cargo; repair or storage of ships; terminals for passenger and excursion vessels; transit sheds, storage bins or storage tanks; uses accessory to water transportation or navigation services; chemical manufacture; coal products manufacture; grain storage and processing; paper mills; primary metals manufacture; rubber products manufacture; sewage pumping and disposal plants; shipbuilding; steam-electric power generating plants; water works or water pumping stations; other uses which require large quantities of raw water to be largely dependent upon direct access to water transportation or are required to be adjacent to water for some other reason.

b. Development and Design Objectives:

1. Development Objectives:

The site should be developed on the basis of a single plan for the entire project area in order to achieve a harmonious design and an integrated development. The development should include the latest riverfront equipment and techniques along with new and experimental design solutions in order to forestall future obsolescence.

2. Design Objectives

- a. It is intended that the project area shall be well designed with regard to function and appearance so as to create an efficient, harmonious and integrated riverfront development. This is essential in the Port Rehabilitation Project Number 1, as it serves as a pilot project for future riverfront renewal and also as a stimulus for private riverfront construction. This is to be accomplished by the implementation of the following objectives: